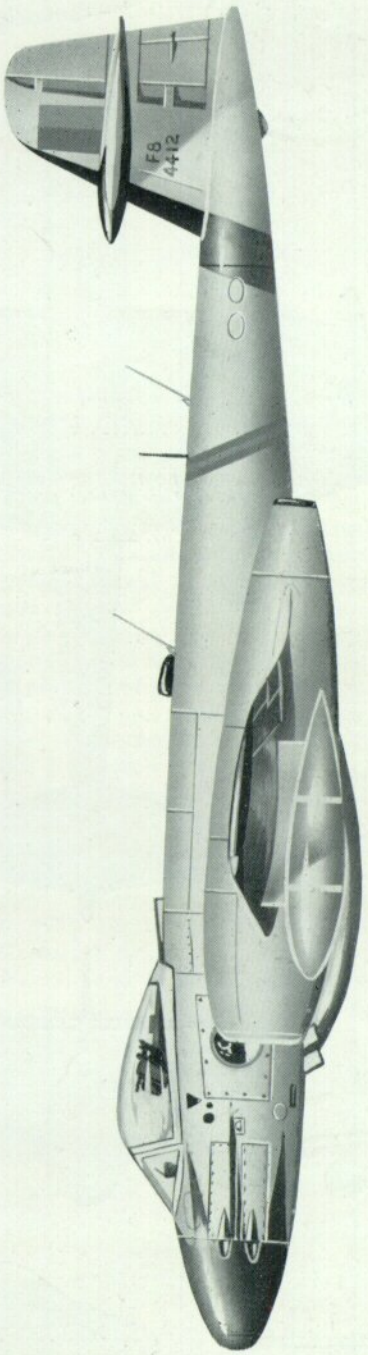
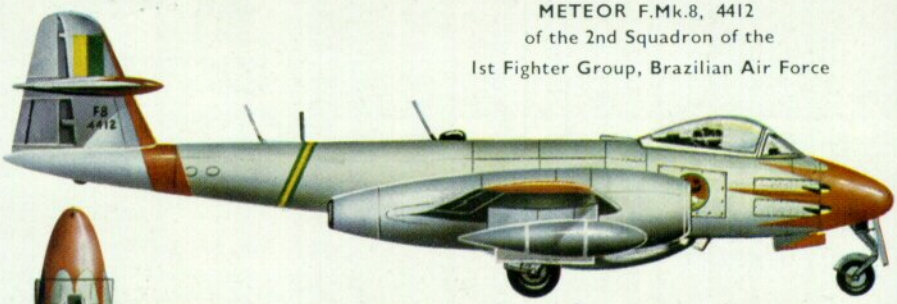
PROFILE
PUBLICATIONS

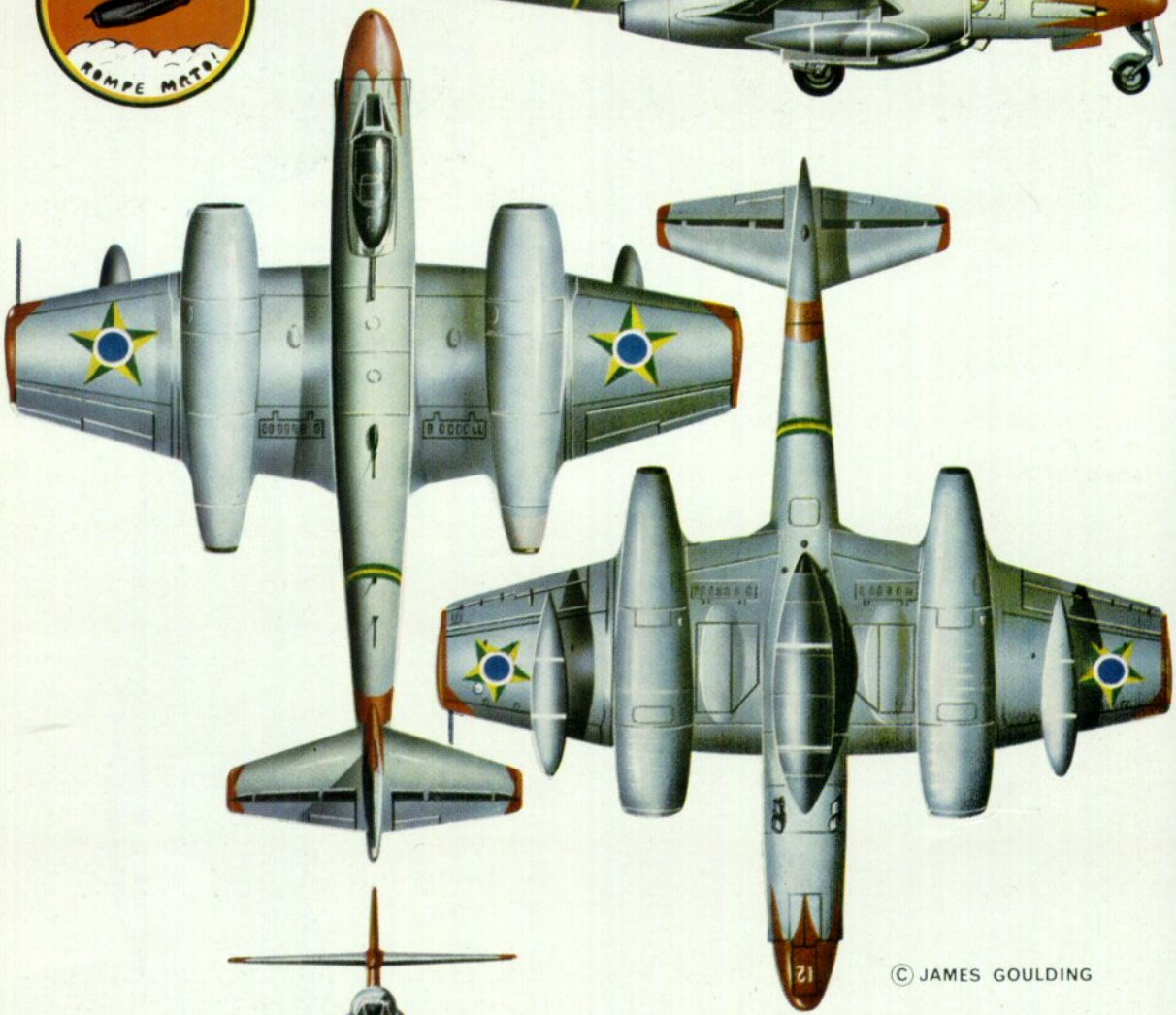
The Gloster Meteor F.8



NUMBER 12

METEOR F.Mk.8, 4412
of the 2nd Squadron of the
1st Fighter Group, Brazilian Air Force





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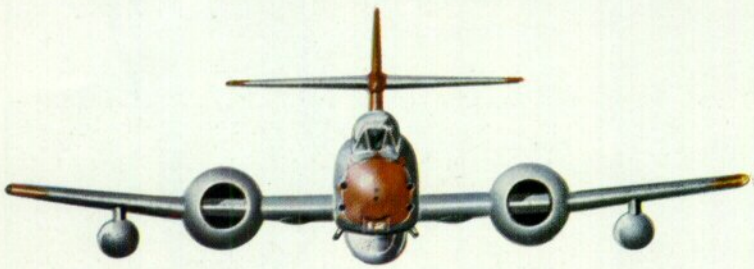
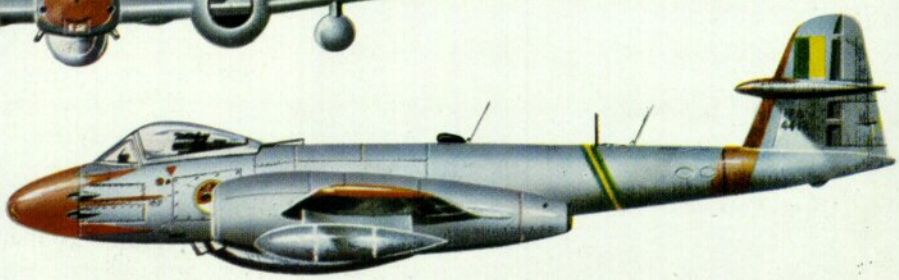
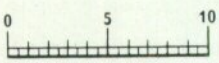
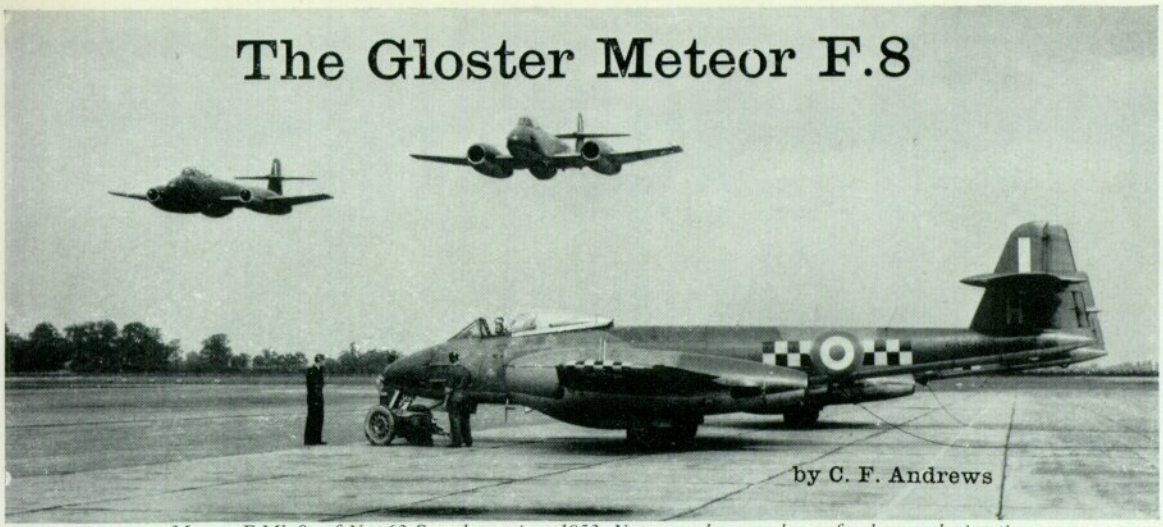






The Gloster Meteor F.8

by C. F. Andrews



Meteor F.Mk.8s of No. 63 Squadron, circa 1953. Note squadron marks on fuselage and wing tips.

The 5th of March 1943 was a day of great significance for the Royal Air Force, for it was then that Britain's first jet-propelled fighter, the Gloster Meteor, took off from Cranwell's runway on its maiden flight.

The supremacy of the piston-engined aeroplane was about to be challenged by a new method of propulsion, and although the early Meteor marks were only marginally faster than the contemporary Tempest, Mustang, etc., the potential was obvious.

Only a few, short years were to pass before jet-engined fighters superseded those equipped with the reciprocating powerplant, but it had been a long, hard struggle against tremendous odds to put the first Meteor into the air on that March day*.

Meteor Mk.1s were produced in sufficient numbers to enable them to take part in the last few weeks of the war against Germany, and from this basic design was evolved the Meteor Mk.3 and 4, which served with the regular and auxiliary squadrons of the Royal Air Force.

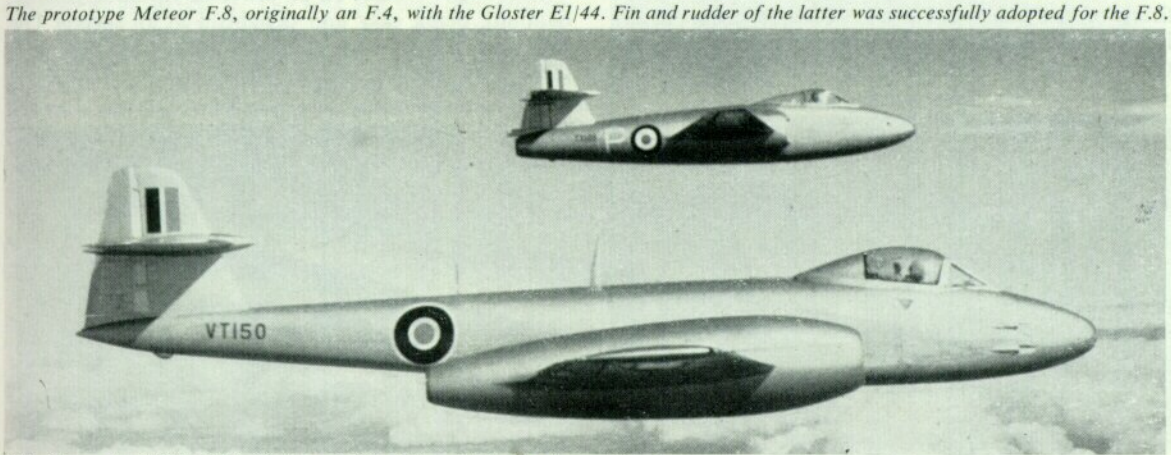
By the end of 1947 the Meteor had been in continuous production for just over four years, and the airframe differed very little from that as originally developed for the prototype F.9/40s. But so rapid was the progress made in improving performance of jet propelled aircraft, largely through great increases in the thrust of new types of turbo-jet engines, that by the end of the year the Meteor in its Mark F.4 version was beginning to fall behind other jet fighters.

Consequently the Gloster design office undertook a major design at that time to improve the performance of the Meteor and to provide for new equipment demanded by changing operational requirements. For production facility as many F.4 components were retained as possible as well as suitable constructional and tooling jigs.

The new Mark of Meteor was designated F.8 as the intervening numbers had been taken up by the F.R.5, intended for photographic reconnaissance, and the projected F.6, which was similar in drawing board outline to the subsequent F.8, and the two-seat Meteor trainer T.7, which was produced in quantity for the R.A.F. and for the Navy.

The Meteor F.8 was to be Britain's number one fighter for five years, and with this mark it reached its peak of efficiency and performance, and it formed the bulk of Fighter Command of the Royal Air Force from 1950 to 1955. The F.8 was the only British jet fighter to take part in major air actions since the end of World War II, and it served with many other

The prototype Meteor F.8, originally an F.4, with the Gloster E1/44. Fin and rudder of the latter was successfully adopted for the F.8.



* *Profiles on the F.9/40, Mk.I, III, IV and VII will be published in the near future.*

WA982 was used to flight test the Rolls-Royce Soar engine, weighing a mere 275 lb. Only one Soar was installed, the port fixture being a dummy. (Photo: Rolls-Royce)

nations well into the early 1960s. It was a classic example of re-engineering a basic design to squeeze the utmost development out of an already successful and, indeed, historic aeroplane.

Progressive strengthening of the Meteor airframe, increases in engine weight and additional equipment stowage in the rear fuselage necessitated the introduction of more and more ballast in the nose to maintain a reasonable c.g. position. In the F.4 no less than 1,000 lb. of ballast was required. This consisted of lead weights attached to the mounting structure of the nose undercarriage and heavy alloy rings comprising the engine intake leading edges to the nacelles.

All this dead weight had to be lost and the most promising project was for a lengthening of the nose itself to correct the c.g. position, the additional space provided being used to house an extra fuel tank and so give increased range.

A Meteor F.4, *RA382*, was modified to take a 30 in. additional section between the existing centre section and the front fuselage. This involved a forward shift of the armament bay and its 800 lb. of ammunition. As the latter was gradually expended by the firing of the guns so the nose became progressively lighter leading to the pitch instability of the aeroplane. Control with the existing Meteor tail became difficult but by one of those strange fates that sometimes occur in aeronautical development, it was found in the R.A.E. wind tunnel that the tail of the Gloster single engine E.1/44 fighter, a project that never entered production, suited the case admirably.

Accordingly, a substitute installation of this tail was made on *RA382* and the handling trials were instantly successful, the new tail giving the necessary control. Although contracts had been placed for the old tail assembly a decision was made to equip all F.8s with the E.1/44 type, so much better was the aircraft in this form. Only minor modifications were needed, one being the replacement of the wooden upper component of the E.1/44 fin (to take a suppressed radio aerial) by a metal assembly.

A true prototype, *VT150*, was constructed to continue trials. This featured a new, one-piece blown canopy which provided much improved rearward vision, and with this modification *VT150* made its first flight on 12th October 1948. Flight trials continued with this F. Mark 8 prototype and confirmed the promise that the new version of the Meteor was a great improvement on all previous variants, general handling being easy and delightful at all speeds. On test quite high Mach numbers were obtained, but these were not considered sufficiently free from con-

Meteor VZ460 of the Central Fighter Establishment was used for tests with rocket projectiles and bombs. (Photo: Gloster Aircraft)

The most powerful Meteor 8 flown was WA820, fitted with two Armstrong-Siddeley Sapphire engines providing 15,200 lb. s.t. (Photo: Hawker Aircraft)

Interesting F.8 conversion was WK935. Second cockpit accommodated pilot in prone position.

trol difficulties to be permitted to the average Service pilot in the course of normal flying.

Various components in the airframe were strengthened to meet increased stress requirements consequent upon the higher performance and loadings of the Mark F.8. The power units were Rolls-Royce Derwent 8s each developing 3,500 lb. thrust. These were mounted between the spars as in the earlier marks. The Meteor airframe was in fact quite a conventional structure and one of the points often overlooked when considering Meteor development was that the design generally was based on piston engine practice. The only feature which characterised the Meteor as a jet-propelled fighter was its short undercarriage rendered possible by the absence of need for propeller clearance.

The Meteor F. Mark 8, powered by two Rolls-Royce Derwent 8 turbo-jet engines, attained a maximum speed of 592 m.p.h. (Mach ·78) at sea level, 550 m.p.h. (Mach ·81) at 30,000 ft. and 530 m.p.h. (Mach ·8) at 40,000 ft. The first F.8 was delivered to the Royal Air Force, No. 43 (F) Squadron, on 2nd August 1949 and was serialled *VZ440*. The first production F.8 of an initial batch of 128 on order for the R.A.F. was *VZ438* and it went to No. 1 (F) Squadron on 10th December 1949.

The Meteor F.8 was the standard equipment of the following regular R.A.F. Squadrons—Nos. 1, 2, 13, 19, 25, 29, 33, 34, 41, 43, 54, 56, 63, 64, 65, 66, 72, 91, 92, 111, 153, 208, 209, 211 AFS, 222, 226 OCU, 245, 247, 257, 263 and the Auxiliary Squadrons No. 500 "County of Kent", 504 "City of Nottingham", 600 "City of London", 601 "County of London", 604 "County of Middlesex", 609 "West Riding", 610 "County of Chester", 611 "West Lancashire", 614 "City of Glamorgan", 615 "County of Surrey", and 616 "South Yorkshire". It started regular service in the R.A.F. with No. 245 Squadron at Horsham St. Faith on 29th June 1950 and continued in that service until 1955 when it was largely replaced in the Squadrons by Hawker Hunters. The last R.A.F. Meteor F.8 actually went from No. 245, in April 1957.

THE METEOR IN KOREA

No Meteor F.8 went overseas in Squadron service or went into action with the R.A.F. but it fought with distinction against superior enemy fighters in the Korean War in the hands of the Royal Australian Air Force.

These Meteors served with No. 77 Squadron, R.A.A.F., which at the outbreak of the Korean War was stationed at Iwakuni, Japan, equipped with North American F-51 Mustang piston-engined fighters. Its first action was in July 1950, and after nearly two years of hard flying and fighting with the Mustangs, No. 77 heard that it was to be re-equipped with jet fighters with which to meet the formidable MiG 15s,

The Armstrong-Siddeley Screamer rocket motor was tested in VZ517.

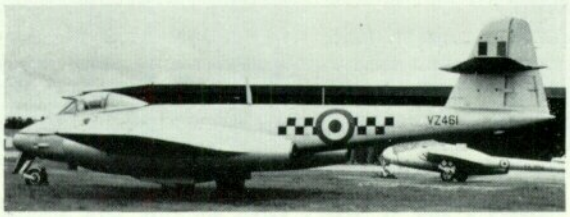
High-altitude tests were carried out with VZ439, fitted with strengthened hood.

in service with the Chinese Air Force, after the intervention of the People's Republic into the struggle between North and South Korea.

Hopes that the Squadron would get the F-86 Sabre were soon dashed and it was learned that it would be re-equipped with the Meteor F.8 as the most modern jet fighter available to the Australian Government, short of the Hunter, which was in fact making slow development progress at that time. No. 77 therefore returned to its home base at Iwakuni to receive the Meteors at the end of February 1951.

Some uncertainty became evident as to the best use of the F.8. It was inferior to the MiG15 which was capable of a speed of Mach 1 at least and was very efficient at high altitude, while the Meteor was much slower and lacked manœuvrability at height. American assessments emphasised these short-comings as well as the restricted rear view (later a fully transparent hood was fitted to R.A.F. F.8s). Further difficulties arose over the lack of radio compass but this was ironed out by providing one for each flight of aircraft and flying to a minimum 1,000 ft. cloud base.

No. 77 flew its first mission with Meteors on 29th July in a fighter sweep with Sabres but not until 29th August did the Meteors go into action when, in a sweep over Chongju in the notorious "MiG Alley", eight F.8s had the worst of a brush with about 30 MiGs, one pilot being lost as a prisoner-of-war after



Meteor F.8 (VZ461) of No. 43 Squadron.

Squadron Leader's aircraft, No. 610 Squadron.

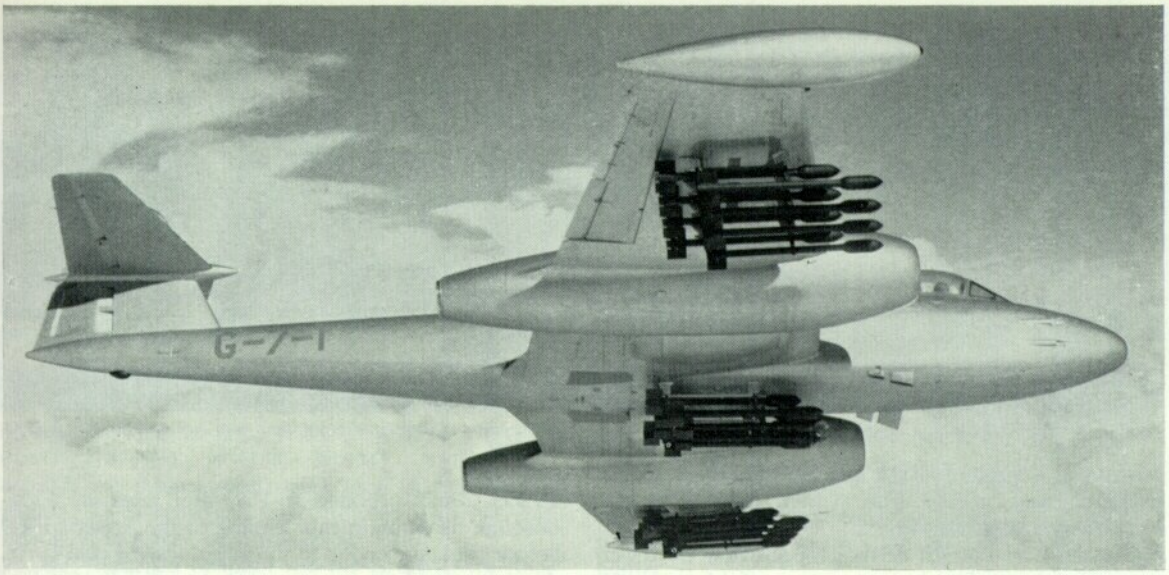
WK921 of No. 29 Squadron.

WK655 bore Nos. 85 and 141 Squadron markings.

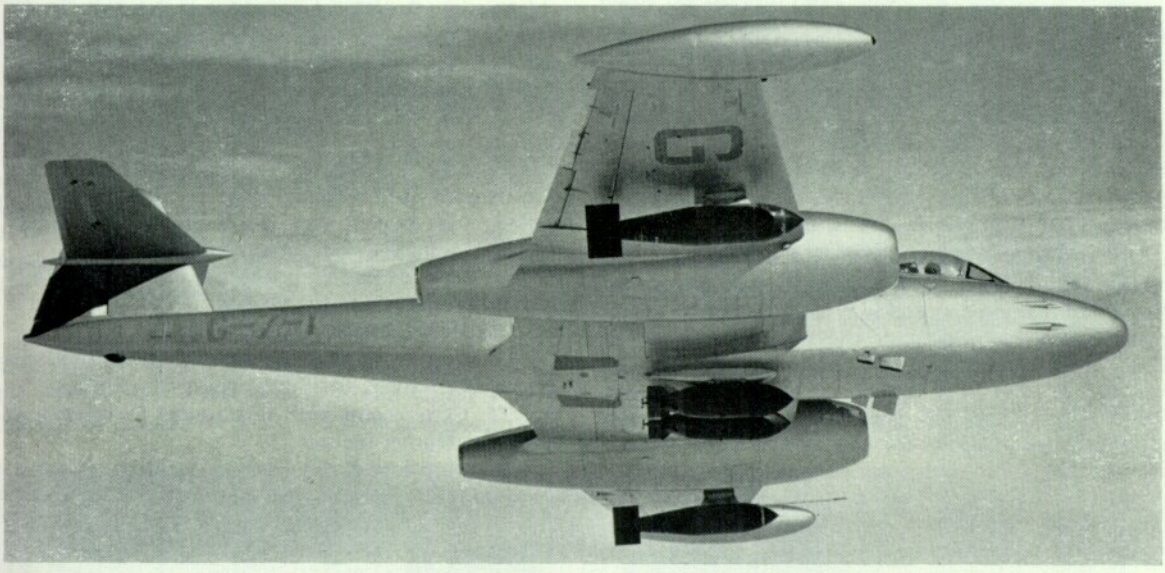
WH359 of No. 611 Squadron. (Photo: M. Bowyer)

WK810 of No. 615 Squadron. Green/grey camouflage. Note fin flash.

Meteor F.Mk.8s of No. 41 Squadron Note squadron leader's badge under cockpit of aircraft in foreground. (Photo: Gloster Aircraft)



Although a Gloster private venture aircraft G–7–1 was basically a Mark 8, it could carry 24 rockets or four 1,000 lb. bombs, plus tip tanks. It was named the Reaper. (Photo: Gloster Aircraft)



baling out. A further engagement a week later was similarly indecisive, one Meteor returning to base in a damaged condition but it was clear that the MiG15 was in fact undoubtedly superior. Accordingly the rôle of the F.8 was modified in agreement with the U.S. Air Force Commanders, and it was allocated the task of escorting B-29 bombers. On one of these missions 16 Meteors in four sections ran into a battle between Sabres and MiGs but were unable to fire for fear of hitting the American aircraft.

After the Americans had abandoned daylight precision bombing because of the losses suffered against the armada of Chinese MiGs operating from safe airfields in Manchuria, the Australian Meteors continued to patrol regularly in a defined area south of the Chongchon. On 1st December 1951 No. 77 was in action against a large formation of MiGs. Three aircraft were lost and one or possibly two MiGs were destroyed in return.

A spell of airfield defence followed for No. 77 in which the superior climbing powers of the Meteor over the Sabre were utilised. At the end of 1951 a new commander arrived in the Squadron, W./Comd. Ronald Susans, and he eventually obtained sanction for the Meteor to be used for ground attack, a rôle for which the aircraft was specially suited because of its rugged construction and low altitude performance. A successful sortie of this nature, with cannon fire and rocket strike, on a water tower, proved the point that the Meteor was a good platform for this brand of air warfare.

During January 1952 the Australian Squadron flew

Another Gloster P.V. was G–AMCJ, also based on the Mark 8. It could carry a variety of stores and was stressed for R.A.T.O.G. (Photo: M. Bowyer)

769 sorties in ground attack and in February over one thousand, and in the course of these four pilots and aircraft were lost. In May No. 77 reverted to fighter sweeps and on the 8th of that month flew no fewer than 70 sorties. The last encounter of Meteor and MiG was in March 1953 when Sgt. John Hale managed to record a victory.

When the Korean War ended in July 1953, the tally for No. 77 Squadron, R.A.A.F., was 18,872 individual sorties, pilots lost 42, 32 of them in Meteors. To their credit, they had three confirmed victories over the redoubtable MiG15s, as well as other successes and had wrought enormous damage to enemy ground installations. Although the Meteor was by then ten years old, No. 77 had proved that it still had plenty of life left in it during the hectic days of Korea.

THE EXPERIMENTAL F.8s

More Meteor F.8s were produced than any other mark and many were used in consequence for experimental purposes. Some of the more important of these special variants of the basic F.8 are set out below.

VT150. Prototype F.8 later used for testing spin parachute installations for the Javelin and also for investigation into influence of gun blast on nose structures.

VZ438. First production F.8 later used at Farnborough for experiments leading to the Meteor FR.9 before final conversion to the target towing rôle T.T.8. A number of F.8s were converted to T.T.8. standard after the F.8 had left first-line service and the last Meteor in the Far East Air Force was T.T.8 *WH398*, which retired from Seletar air base at the end of 1961.

VZ460. Acceptance trials with bomb pylon carriers and R.P. tests. Also flown with spring tab ailerons.

VZ468. Captured the London-Copenhagen record.

VZ500. Used to investigate the effect on an auto-stabiliser on yaw.

VZ517. After serving at Rolls-Royce Hucknall for investigation into engine surge in the Derwent 8 engine, was used to conduct flight tests with the Armstrong-Siddeley Screamer rocket engine.

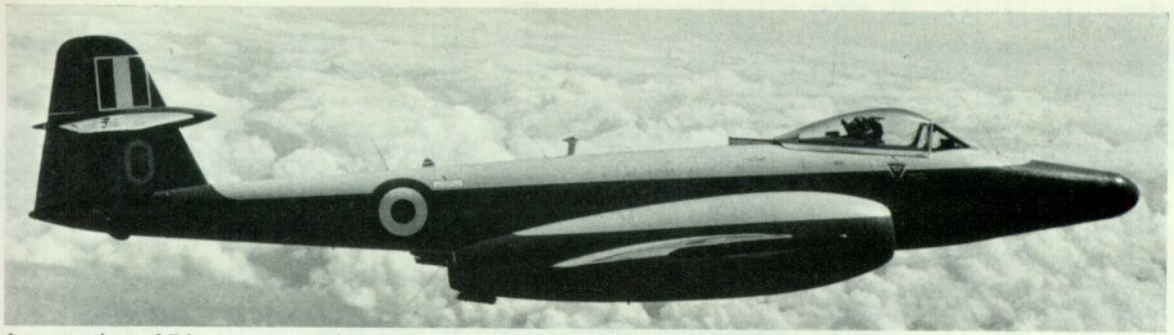
VZ657. Used for finding a solution to the problem of preventing damage to the ventral fuel tank of the F.8 by spent cartridge cases.

VZ442. A series of trials on this aircraft provided a satisfactory remedy for faulty canopy fastenings.

WA775. Experiments with nose radar for Firestreak missle for Hunter fighters.

WA820. Test bed for Armstrong-Siddeley Sapphire

With the addition of a target-towing lug to the belly tank, the F.8 became the T.T.8. They had yellow undersides with black bands.



Large numbers of F.8s were converted to unmanned target drones. WH344 was a typical example of the U.Mk.16 aircraft. (Photo: Flight Refuelling)

engines each of 7,600 lb. thrust. Needed extensive modifications and strengthening of airframe.

WA823, *WA828* to *830*, *WA832*, *WA834*, *WA836*, *WA837*, *WA936*, *WA938*, *WA941*, *WA946* and *WA952*. All these aircraft were used in "probe and drogue" flight refuelling trials notably with No. 245 Squadron stationed at Horsham St. Faith.

WA982. Modified to flight test the Rolls-Royce Soar lightweight jet engines. These were mounted at the wing tips so this Meteor was in fact the only four-engined example of the Meteor to fly.

WE855. Used in 1957 for experiments with over-run "catch" barriers on airfields.

WH301. Many F.8s were converted to advanced trainers and redesignated the T.8. This aircraft was one of the first to be converted.

WH483. Tests with spring tab ailerons to improve rate of roll and reduction of lateral stick forces at higher speeds.

WK935. Converted for most interesting series of experiments into prone pilot position for Bristol Type 185 rocket interceptor project.

THE FOREIGN F.8s

When the war ended in August 1945, the demand for the Meteor was almost insatiable and Glosters were swamped with orders from the Air Ministry. But, other countries were beginning to re-equip their air forces, and it was inevitable that their first thoughts would be for the new jet fighter.

Large numbers of the Mark 3 and 4 were exported, as were the F.8s. In alphabetical order there follows a list of countries which took delivery of the Gloster fighter.

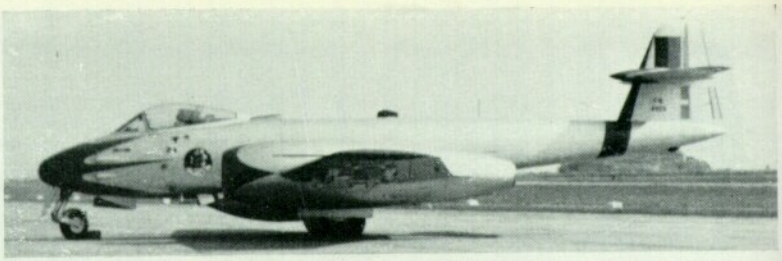
After cessation of hostilities in Korea No. 77 Squadron of the *Royal Australian Air Force* returned home taking with them their F.8s. In 1955 these were exchanged for the Australian-built Commonwealth CA-27 Sabre Mk.30s and the F.8s were relegated mainly to training duties, while a few were issued to the Citizen Air Force. With this force the Meteors operated with No. 22 and No. 23 Squadrons. A small number were converted to the U.Mk.16, 21 and 21A configuration for use as pilotless drones, and a number were utilised for target towing. The final front-line unit to operate the F.8 was No. 75 Squadron, which was also the first to form a three-unit aerobatic team known as "The Meteorites".

Belgium operated large numbers of Meteors, exchanging the obsolete F.4s for F.8s in late 1949. Twenty-three ex-R.A.F. machines were delivered, serials running from *EG-201* to *EG-223*, but the

The F.8 could be converted to the F.R.9 by the attachment of a camera nose. VW360 was an F.R.9, but here it lacks a camera nose and is carrying eight HVAR rockets.

second batch of 150 (serials *EG-1* to *EG-150*) aircraft were built under licence by Avions Fairey of Holland, who had been building the aircraft under licence since April 1949. Two further batches of 30 and 37 aircraft were acquired, these being assembled by Fairey from components supplied by Fokker Aircraft. The F.8 remained in service with the B.A.F. until 1956, when it was replaced by the Hawker Hunter.

Sixty Meteor F.8s were sold to *Brazil*, these replacing most of the aging Thunderbolts and remaining in service for over ten years. Serial numbers ran from *4400* to *4459* and were in black on an overall silver finish.



Above: *Meteor 8, 1st Squadron, 1st Fighter Group, Brazilian Air Force, Blue trim on nose and fin.* Below: *Danish F.Mk.8.*

The *Danish* Government placed an order with the Gloster Aircraft Company for 20 F.Mk.8 Meteors in April 1950, and the first was delivered in January 1951. Serials ran from *481* to *500* and the aircraft were finished in a grey and green camouflage. The F.8s served with No. 742 Squadron until replaced by Hunters in 1956. A number of Meteors remained in use as target tugs until as late as March 1962.

Modernisation of the *Egyptian Air Force* was started in 1949, and in the October of that year an order was placed with Glosters for 19 Meteor F.8s. An additional five was ordered in the December, but work on both contracts was suspended a year later when an arms embargo covering the Middle East was put into effect. In December 1952 seven F.8s were delivered, followed by 15 more three years later. Serial numbers of the original seven aircraft (ex-R.A.F. machines) were *WK877*, *878*, *885* to *889*, and the other 15 were *WL183*, *186* to *189*, *191*, *WH371*, *1415*, *1419* to *1421*, *1423* to *1426*. Two Meteors were destroyed during the fighting in the Suez campaign in 1956, and some were still serving in 1958.

Biggest employer of the Meteor outside the United Kingdom was *The Netherlands*, who purchased a grand total of 226 of the F.4, F.8 and T.7 versions. The F.4s served from June 1947 until January 1951, when they were replaced by the F.8. The majority of Netherlands Meteors were licence-built by Fokker but the first eight delivered in July 1951 were ex-R.A.F. machines, serials (*WF697* to *699*) *I-90* to *I-94*. Fokker delivered 155 Mk.8s in the following batches: *101–199*, *201* to *204*, *206* to *208*, *210* to *212*, *214* to *220*, *223*, *225*, *226*, *228* to *231*, *233* to *248*, *250* to *255*. Squadrons operating the F.8 were No. 322, 323, 324, 325, 326, 327 and 328. The Meteor remained in service from 1951 until 1956.

Twelve Meteor F.8s were ordered by *Syria* in 1950, and the specification called for a camouflage system of light earth and green on upper surfaces with sky-blue undersurfaces, serials *101* to *112* were in white. The Meteors *WK814* to *WK817*, *824* to *827* and *862* to *865* were earmarked for delivery, but with the application of the Middle East arms embargo in 1951 they were diverted to the R.A.F. The dozen aircraft eventu-

PRODUCTION

Gloster-built Aircraft		*Armstrong Whitworth-built* Aircraft	
Contract 6/ACFT/2430/CB7 (b) 4th September 1949.			
VZ438 to VZ485 ...	48	VZ518 to VZ532 ...	15
VZ493 to VZ517 ...	25	VZ540 to VZ569 ...	30
	73		45
Contract 6/ACFT/2983/CB7 (b) 25th November 1948.			
WA813 to WA857 ...	45	WA755 to WA994 ...	40
WA867 to WA909 ...	43	WA965 to WA969 ...	5
WA920 to WA964 ...	45	WA981 to WA999 ...	19
		WB105 to WB112 ...	8
	133		72
Contract 6/ACFT/4040/CB7 (b) 29th September 1949.			
WE903 to WE939 ...	37	WE852 to WE891 ...	40
WE942 to WE976 ...	35	WE895 to WE902 ...	8
	72		48
Contract 6/ACFT/5043/CB7 (b) 4th May 1950.			
WF689 to WF716 ...	28	WF639 to WF662 ...	24
WF736 to WF760 ...	25	WF667 to WF688 ...	12
	53		36
Contract 6/ACFT/5621/CB7 (b) 8th August 1950.			
		WH249 to WH263 ...	15
		WH272 to WH320 ...	49
		WH342 to WH386 ...	45
		WH395 to WH426 ...	32
		WH442 to WH444 ...	3
		WH445 to WH484 ...	40
		WH498 to WH513 ...	16
			200
Contract 6/ACFT/6066/CB7 (b) 15th January 1951.			
WK647 to WK696 ...	50	WK707 to WK756 ...	50
WK783 to WK827 ...	45	WK906 to WK934 ...	29
WK849 to WK893 ...	45		
WK935 to WK955 ...	21		
WK966 to WK944 ...	29		
WL104 to WL143 ...	40		
WL158 to WL191 ...	34		
	264		79
Total	595	Total	500

Total number of F.Mk.8s built 1095.

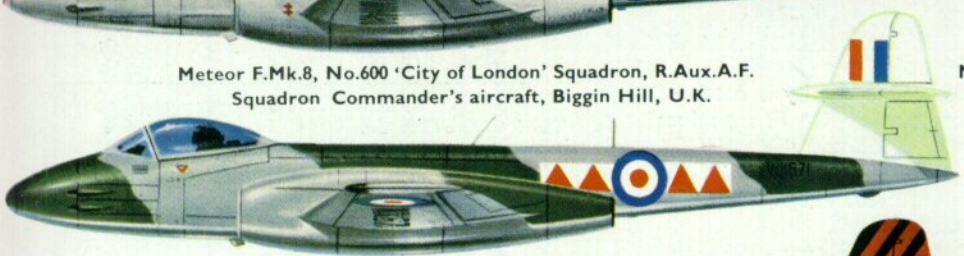
Meteor F.Mk.8, No. 19 Squadron.
Squadron Commander's aircraft, Church Fenton, U.K.

No.54 Squadron

Meteor F.Mk.8, No. 41 Squadron.
Squadron Commander's aircraft, Biggin Hill, U.K.

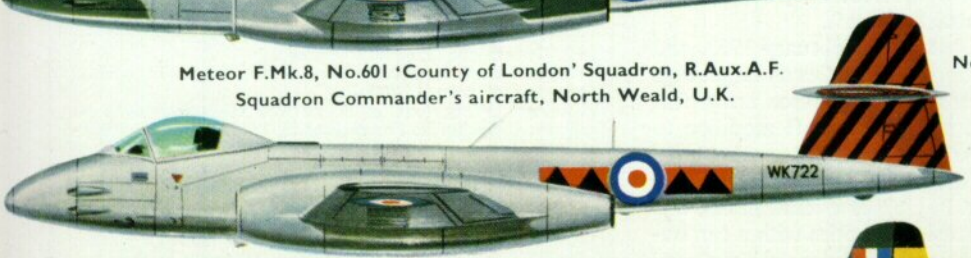
No.54 Squadron

Meteor F.Mk.8, No.600 'City of London' Squadron, R.Aux.A.F.
Squadron Commander's aircraft, Biggin Hill, U.K.



No.66 Squadron

Meteor F.Mk.8, No.601 'County of London' Squadron, R.Aux.A.F.
Squadron Commander's aircraft, North Weald, U.K.

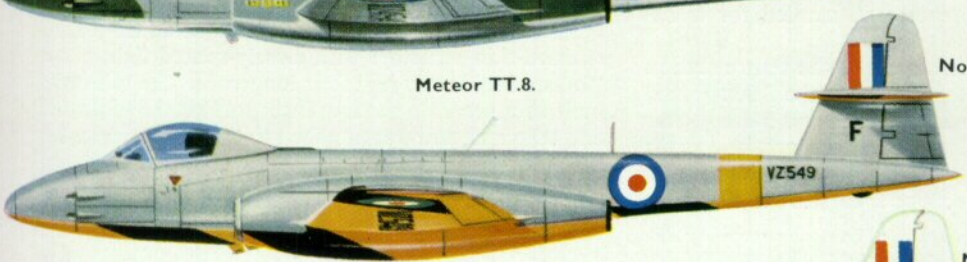


No.66 Squadron

Meteor F.Mk.8, No. 2 Armarment Practice Station, Acklington, U.K.

No.92 Squadron

Meteor TT.8.



No.245 Squadron

Meteor U.Mk.21 R.A.A.F., Woomera, Australia.

No.263 Squadron

Meteor F.Mk.8 of the Syrian Air Force.

No.604 Squadron,
R.Aux.A.F.

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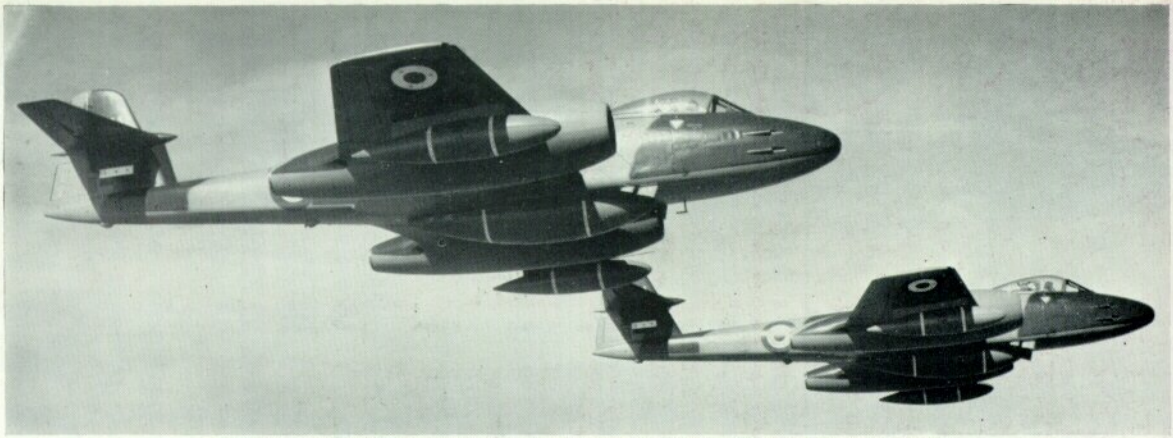

A number of F.8s were supplied to the Syrian Air Force. (Photo: Gloster Aircraft)

ally reached Syria in 1952, followed by a batch of seven in 1956. The latter were ex-R.A.F. machines serialled *WA785*, *WL174*, *WK868* and *984*, *WH503*, *WE965*, *WH260*. Syrian serials were *101* to *112*, *480* and *481*—four were not numbered. They served with the S.A.F. as ground attack aircraft.

Israel ordered eleven Mk.8s in February 1953, and these were modified to undertake duties as target tugs in addition to the fighter rôle. The cannon armament was supplied by Israel, and the aircraft modified to allow installation of American HVAR rocket projectiles. Serials were *2166* to *2169* and *2172* to *2178*, and they were delivered in a silver overall finish, this being replaced by the Israel authorities with a camouflaged pattern. They remained in service until replaced by the Dassault Mystere.

SPECIFICATION
THE GLOSTER G.41K METEOR F. MARK 8

Dimensions: Span 37 ft. 2 in.; length 44 ft. 7 in., height 13 ft.
Powerplant: Two Rolls-Royce Derwent Series 8 turbojets of 3,500 lb. static thrust at sea level.
Aerodynamic Data: Aerofoil section EC1240 merging to EC1040 at wing tip. Aspect ratio 3·9. Gross wing area 350 sq. ft. Incidence, one degree. Outerplane sweepback 4·8. Outerplane dihedral 6 degrees.
Weights: Structure 10,684 lb. Gross weight in normal operational trim 15,700 lb.
Loadings: Wing loading at normal take-off weight as above: 45 lb./sq. ft. Power loading 2·24 lb. per lb. static-thrust.
Performance: Max. level speed at sea level 592 m.p.h. (Mach ·78); at 30,000 ft. 550 m.p.h. (Mach ·81); at 40,000 ft. 530 m.p.h. (Mach ·80). Max. rate of climb (clean) at sea level 7,000 ft. per min.; at 30,000 ft. 2,700 f.p.m.; at 40,000 ft. 1,200 f.p.m. Time to 30,000 ft. (clean) 6·5 min.; to 40,000 ft. 11·6 min. Take-off run 480 yards, landing run 510 yards; range including climb at 40,000 ft. with normal tankage (420 galls.) 690 stat. miles; comparative endurance 1·6 hr.

THE METEOR STRUCTURE

Construction of the Meteor 8 was virtually identical to that of the earlier variants and followed accepted aircraft practice and the emphasis was on sub-assembly units which could be readily dismantled for transportation.

Wing was a cantilever structure, the centre section of which formed an integral part of the fuselage and included the two jet engine nacelles and landing-gear units. It was built up of two parallel spars, heavy ribs and transverse diaphragms covered with a heavy-gauge, stressed duralumin skin. Upper and lower airbrakes and flaps were also carried on the centre section. Outer panels were built up of two spars and pressed ribs covered with a metal skin.

Fuselage aft of the centre section was an all-metal, stressed-skin structure with closely-spaced light-alloy "Z" section frames and four longerons. The tail unit, built as a separate section, incorporated the lower fin and tailplane, and was attached to the rear fuselage by four pick-up points.

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An F.8 of the Belgian Air Force, constructed by Avions Fairey from components supplied by Fokker Aircraft.

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